

COUNTY AND SANITARY DISTRICT HEADS AND JUDGES OF THE AP- PELATE, CIRCUIT AND SUPERIOR COURTS

Board of County Commissioners—
Peter Reinberg, President.
Commissioners City District:
Peter Reinberg.
Charles N. Goodrow.
Robert W. McKinley.
Frank J. Wilson.
Emmett Wheelan.
Joseph M. Fitzgerald.
Bartley Burg.
Albert Nowak.
Daniel Ryan.
John Budinger.
County District:
William Busse.
Joseph Carolan.
Dudley D. Pierson.
George A. Miller.
William H. McLean.
Committee Clerk Peter J. Elliott.
Room 537, Court House.
Address all commissioners Room
537, County Building.
Henry A. Zender, Superintendent
of Public Service.

Sheriff—
Charles W. Peters.

County Treasurer—
Harry R. Gibbons.
Jacob Lindheimer, Assistant Treas-
urer.

Recorder of Deeds—
Joseph F. Haas.

**Registrar of Titles (Torrens Sys-
tem)—**
Joseph F. Haas.
F. R. Steiner, Chief Clerk.
R. 120, 1st floor, County Building.

County Clerk—
Robert M. Switzer.
John H. Mack, Chief Deputy.
T. J. Crowe, Chief Clerk.
John P. Keever, Chief Bookkeeper.
J. S. Mayer, Chief Cashier.
Louis C. Legner, Chief Marriage
License Department.
James G. Wolcott, Chief Tax Re-
demption Department.
M. J. Browne, Chief Map Depart-
ment.
Daniel Herlihy, Chief Election De-
partment.
R. 233, 2nd floor, County Building.
Martin J. O'Brien, Chief of Tax Ex-
tension Department.
Frank L. Padeloup, Head Clerk.
R. 217, 2nd floor, County Building.

**County Comptroller and Clerk Board
of Commissioners—**
Robert M. Switzer.
William J. Graham, Deputy Compt-
roller.
M. J. O'Connor, Chief Clerk.
R. 511, 5th floor, County Building.

Clerk of the County Court—
Robert M. Switzer.
George L. McConnell, Chief Clerk.
J. G. H. Meyer, Chief Insanity Di-
vision.
R. 600, 6th floor, County Building.

County Agent—
Wm. H. Ehemann, 213 South Peoria
Street.

Cook County Hospital—
Cor. of Harrison and Wood Sts.,
Chicago, Ill.
Michael Zimmer, Warden.

Oak Forest Institution—
Henry L. Bailey, Superintendent.
Mall P. O. Oak Forest, Ill.

Public Welfare Bureau—
Amelia Sears, Director.
R. 722, 7th floor, County Building.

Coroner—
Peter M. Hoffman.
David R. Jones, First Assistant.
R. 500, 5th floor, County Building.

Clerk of the Circuit Court—
August W. Miller.
Louis Hutt, Chief Deputy.
Otto Bessner, Chief Clerk.
R. 412, 4th floor, County Building.

Clerk of the Juvenile Court—
August W. Miller.
Edward R. Arkemaw, Chief Clerk.
R. 1007, 10th floor, County Build-
ing.

Clerk of the Superior Court—
John Kjellander.
Leonard A. Brundage, Chief Deputy.
James French, Chief Clerk.
R. 437, 4th floor, County Building.

Clerk of the Criminal Court—
William R. Parker.
Robert R. Levy, Chief Clerk.
Criminal Court Building, cor.
Michigan St. and Dearborn Ave.

Clerk of Probate Court—
John F. Devine.
R. 623, 6th floor, County Building.

Clerk of the Appellate Court—
James S. McInerney.
John E. Connelly, Chief Deputy.
R. 1400, Michigan Blvd. Building.

Members of Board of Review—
Patrick A. Nash.
Edward R. Litzinger.
Stephen D. Griffin, Chief Clerk.
William P. Feeney, Assistant Chief
Clerk.
R. 337, 3d floor, County Building.

Members of Board of Assessors—
Michael K. Sheridan.
George K. Schmidt.
W. H. Weber.
Adam Wolf.
Chas. Krutkoff.
R. 312, 3rd floor, County Building.

**Cook County Civil Service Commis-
sion—**
Harry A. Lipsky, Chairman.
James M. Whalen, Secretary.
Ralph H. Peck.
William F. Boehring, Office Secre-
tary.
R. 547, 5th floor, County Building.

County Superintendent of Schools—
Edward J. Tobin.
R. 506, 5th floor, County Building.

State's Attorney—
MacLay Hoyne.
M. F. Sullivan, First Assistant.
Criminal Court Building.
Chas. Case, Jr., in charge of Cook
County Law Department.
R. 507, 5th floor, County Building.

JUDICIARY.

Illinois Supreme Court—
Judge Orrin N. Carter.
R. 1022, 10th floor, County Build-
ing.

Appellate Court—
Branch 1.
William H. McSurely.
William E. Dever.
Jesse Holdom.
R. 1400, Michigan Blvd. Building.
Branch 2.
Charles A. McDonald.
John P. McGorty.

Albert H. Barnes.
R. 1400, Michigan Blvd. Building.
Branch 1.
John M. O'Connor.
Thomas Taylor, Jr.
Clarence N. Goodwin.
R. 1400, Michigan Blvd. Building.

Judge of Probate Court—
Henry Horner.

Judge of County Court—
Thomas F. Scully.

Judge of Juvenile Court—
Merritt W. Pinckney.

Judge of Superior Court—
Albert C. Barnes.
Theodore Brentano.
Joseph Sabath.
Wm. Fenimore Cooper.
William E. Dever.
Joseph H. Fitch.
Charles M. Foell.
Henry Guerin.
Jacob H. Hopkins.
Martin A. Kridley.
Marcus A. Kavanagh.
Charles A. McDonald.
M. L. McKinley.
William H. McSurely.
John M. O'Connor.
Hugo Pam.
Denis E. Sullivan.
John J. Sullivan.
Joseph E. David.
Oscar Hebel.

Extra Judges—
10th floor, County Building.

Judges of the Circuit Court—
Victor P. Arnold.
Robert E. Crowe.
Jesse Baldwin.
George F. Barrett.
David M. Brothers.
Jesse Holdom.
Frank Johnston, Jr.
George Kersten.
David F. Matchett.
John P. McGorty.
Merritt W. Pinckney.
Kirkham Scanlan.
Frederick A. Smith.
Thomas Taylor, Jr.
Charles M. Thomson.
Oscar M. Torrison.
Richard S. Tutill.
Charles M. Walker.
Thomas G. Windes.

Jury Commission—
Joseph H. Barnett.
Otto Poppel.
Chas. W. Seiwert.
Chas. L. Caswell, Chief Clerk.
R. 824, 8th floor, County Building.

Chicago Law Institute and Library—
10th floor, County Building.
William Holden, Librarian.
George A. Quinn.
R. 325, 3rd floor, County Building.

President of Sanitary District—
Chas. H. Sengel.

Trustee of Sanitary District—
William J. Healy.
Patrick J. Carr.
Wallace G. Clark.
Harry R. Littler.
Chas. H. Sengel.
George W. Paulin.
W. O. Nance.
James H. Lawley.
M. A. Mueller.
John McGillen, Clerk.
909 S. Michigan Ave. (Karpen
Building). Telephone Wabash
1320.

Cook County Building—
Occupies block, Randolph, Wash-
ington, Clark and La Salle Sts.
John Czekala, Custodian.

Criminal Court Building—
Cor. Michigan and Dearborn Ave.
Jacob Pomerantz, Custodian.

Cook County Jail—
Criminal Court Building, Dearborn
Ave. between Michigan and
Illinois St.

William T. Davies, Jailor.

County Surveyor—
Harry Emerson.
R. 426, 4th floor, County Building.

County Architect—
Eric R. Hall.
139 N. Clark St.

Marx Beer Tunnel and Restaurant,
at the corner of Dearborn and Mad-
ison streets, is well worth your patron-
age. It is one of the fine old style
restaurants where everything is good
and plenty of it. The cooking could
not be better. Just sample it. The
management, under the guiding hand
of Fred H. Marx, has won encomiums
for this fine eating house in the heart
of the city.

Viviano Brothers make the best
macaroni in the market. Their big
factory at 2148 to 2168 Canalport ave-
nue is one of the largest in the coun-
try and is noted for its cleanli-
ness, thoroughness and attractiveness
throughout, and for the great product
it turns out.

**Judge Charles A. McDonald is mak-
ing a splendid record on the Superior
Court bench. He is a conscientious
and fair-minded judge.**

**Sidney Adler, the well known law-
yer, is in the front rank of boomers
or his native city—Chicago.**

**Fred W. Upham would make a
splendid United States Senator if he
would consent to make the race for
that position.**

Corsiglia Brothers' fine restaurant,
at the Southwest corner of Orleans &
Illinois streets, is a great favorite with
hundreds of the big business men and
manufacturers in the vicinity. Cor-
siglia Brothers have long held a great
name for their unrivaled Italian cook-
ing. Their Spaghetti and Ravioli have
won well deserved reputations on ac-
count of their excellence.

**Judge John Stolk of the Municipal
Court is one of the most popular ju-
rists on the bench. He is fearless,
able and honest.**

**Dixon C. Williams, the well known
manufacturer, deserves well at the
hands of the Democratic party. He is
a born leader.**

AUTO NEWS

HIGH SCHOOL CHILDREN BUILD TRACTOR



Enterprising high school youngsters of the Pacific coast have completed a motor tractor which they are operating on one of the war gardens. The photograph shows the completed tractor as it first appeared on the school grounds.

LUBRICANT WILL STOP SQUEAKING

Tighten Bolts Here and There
Around Machine and Make
Liberal Use of Oil.

TROUBLE IS MOST ANNOYING

Noises Frequently Occur in Springs
and Spring Shackles if Neglected
and Allowed to Run Dry—
Hoods Are Offenders.

"Squeak, squeak," said the car, and again it said "squeak, squeak, squeak," while the driver pondered unmentionable thoughts. "This is one of the most annoying troubles while driving a car that is otherwise in good condition," says William H. Stewart, Jr., president of the Stewart Automobile school. "The squeak may not be anything serious or it may indicate a trouble which may grow to be dangerous. In any case it gives the sensitive motorist no rest until it is removed."

"If the noise occurs when you apply the brakes it is evidently in the brake bands, but other places are not so readily located. For instance, if the car squeaks when you go over water-bars and other joints the trouble may be in the springs, the spring shackles, the mud guards, fenders, where the body rests on the frame, or a multitude of other places."

Squeaks in Springs.
"But squeaks frequently occur in springs and spring shackles, particularly if neglected and allowed to run dry. In order to prevent this these parts should be greased over and thoroughly greased at frequent intervals. Jack up the frame to take the weight of the car off the springs. Spread the leaves apart, one by one, prying them open with a cold chisel or a screw driver with a metal handle, using a medium weight hammer. The process will chip off some of the paint, but this is unavoidable. Now spread graphite-grease between the leaves, using a thin-bladed knife or a hacksaw blade. Use cylinder oil mixed with a little kerosene to reach in farther than you can force the grease. This will frequently stop a squeak that cannot be reached by the grease alone."

"In rare cases the springs will have to be taken off and the leaves taken apart to give them a thorough oiling, particularly if they have been neglected for a year or more and have become badly rusted. There is a special tool on the market for spreading spring leaves. This may be used to advantage."

Other Offenders.
"Hoods and mudguards are frequent offenders. Inspect the strips of rawhide on which the hood rests. If these are broken or missing they must be replaced. Close down hood and see if it touches metal at any place. If it does a squeak is sure to develop. Stand on the spring hanger or the running board and shake the car up and down. This will cause the squeak to start, and it is then merely a matter of injecting oil into all places where metal or wood may rub together. If possible tighten the parts and eliminate the cause. An oil gun, with which a heavy oil may be injected with considerable pressure is a great help. Follow the whole length of the mudguards, the bottom and sides of the hood, the hood fasteners, where running board and mudguards join, the radiator supports and every likely and unlikely place."

"If the brake band squeaks place a little, a very little, grease on drum in places where end of brake bands join. This will be carried into the lining and help stop the squeak. But use very little, as grease is not noted for its tendency to make brakes hold."

"Keep at it and try again. Shake the car to draw the oil into the places mentioned, and go over the work again and again until success crowns your efforts."

Making Adjustments.
Never make adjustments of any kind on the engine unless it is hot. This applies as well to carburetor and ignition work as it does to valves or other parts.

PROPER PRESSURE FOR TIRES

Inflation Should Be Same for All Seasons—Gauge Is Not Absolutely Necessary.

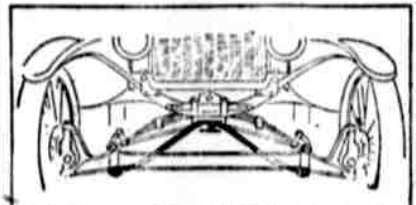
Tire air pressure should remain the same winter and summer, says the manager of a tire company. "Many car owners labor under a false impression regarding the tire pressure," he adds. "Tires should not be pumped up harder in the winter months. Likewise pressure should not be reduced in summer because decreases cause the tire to bend more, create more friction and naturally to generate heat. Motorists are inclined to make a complicated matter of inflation. While too little pressure is extremely important and is undoubtedly the biggest abuse tires are put to, determining the proper air pressure for tires is really a simple matter."

"A tire gauge is not absolutely necessary. Just stand in front of rear of your car and observe that the tires are full and round, that they do not sag noticeably under the weight of the car. Proper inflation is so important that no chances should be taken. At all times the tire should receive the benefit of the doubt."

HOLDS AXLE IN ALIGNMENT

Adjustable Radius-Rod Support Fashioned for Certain Car Is Easily Attached.

Broad chains of merit are made for an adjustable radius-rod support that has been fashioned for a certain type of light car. The device is intended to keep the front axle of the machine in proper alignment and relieve driv-



Showing the Adjustable Radius-Rod Support in Place, Bracing the Front Axle in a Way to Prevent Back "Crawling."

ing strains, says Popular Mechanics Magazine. While it is sufficiently strong to prevent an axle from "crawling" back, and a radius rod from being broken thereby, it has enough resiliency to take up the shock in the event of a head-on collision and safeguard the crank case from injury. Attachment of the support is a simple matter, requiring only a few minutes of labor.

FOR INCREASE OF AMPERAGE

Crowd Down Material Near Carbon Element With Small Bit of Wood and Hammer.

Increased amperage may be secured from partly run-down dry cells by crowding the material near the carbon element down with a small bit of wood and a hammer. This loosens the obstructing material from around the carbon and permits free chemical action. The asphaltum material may be sealed again by the use of a little lent.

FEEDING TOO MUCH CURRENT

Owner Who Uses Lights and Starter Very Little Should Avoid Over-charging Battery.

The man who uses lights and starter very little but does a lot of high-speed touring should see to it that he is not feeding too much current to the battery. Most lighting systems have no adjustment for this purpose, and if so, the car should be taken to the service station and the change made.

MANNER OF SHIFTING GEARS

Rasping Usually Is Caused by Inequality Between the Engine and the Clutch Speed.

If the owner cannot shift from high to second without grasping the gears he should accelerate his engine slightly at the time of shifting. The rasping usually is caused by an inequality in speed between the engine and the clutch. The latter, however, may drag and cause hard shifting.

STATE OFFICIALS

Governor,
FRANK O. LOWDEN.
Lieutenant-Governor,
JOHN G. OGLESBY.
Attorney General,
EDWARD J. BRUNDAGE.
Secretary of State,
LOUIS L. EMMERSON.
State Treasurer,
LEN SMALL.
Auditor,
ANDREW RUSSELL.
Superintendent of Public Instruction,
FRANCIS G. BLAIR.
Clerk of Supreme Court,
CHARLES W. VAIL.

CITY OFFICIALS

Mayor,
WILLIAM HALE THOMPSON.
Treasurer,
CLAYTON F. SMITH.
City Clerk,
JAMES T. IOGE.
Comptroller,
EUGENE R. PIKE.
Corporation Counsel,
SAMUEL A. ETTLESON.
Commissioner of Public Works,
FRANK I. BENNETT.
Commissioner of Health,
JOHN DILL ROBERTSON, M. D.
General Superintendent of Police,
JOHN J. GARRITY.

COUNTY OFFICIALS

State's Attorney,
MACLAY HOYNE.
County Treasurer,
HARRY R. GIBBONS.
Recorder of Deeds,
JOSEPH F. HAAS.
Sheriff,
CHARLES W. PETERS.
County Judge,
THOMAS F. SCULLY.
County Clerk,
ROBERT M. SWITZER.
Probate Judge,
HENRY HORNER.
Probate Clerk,
JOHN F. DEVINE.
Criminal Court Clerk,
WILLIAM R. PARKER.
Superior Court Clerk,
JOHN KJELLANDER.
Circuit Court Clerk,
AUGUST MILLER.
Coroner,
PETER M. HOFFMAN.
President County Board,
PETER REINBERG.
Board of Review,
P. A. NASH.
Edward R. LITZINGER.
Board of Assessors,
WILLIAM H. WEBER.
ADAM WOLF.
GEORGE K. SCHMIDT.
CHARLES KRUTKOFF.
MICHAEL K. SHERIDAN.

THE SANITARY DISTRICT

Facts about the Sanitary District and drainage canal:
The main and water power channel is 40 miles long.
Length of river, lake to Robey street, 6 miles.
Length river diversion channel, 15 miles.
Width main channel, Robey street to Summit:
Bottom, 110 feet; top, 198.
Width main channel, Summit to Willow Springs:
Bottom, 202 feet; top, 290.
Width main channel, Willow Springs to Lockport (rock section): Bottom, 180 feet; top, 193.
Width river diversion channel: Bottom, 200 feet.
Minimum depth of water in main channel, 22 feet.
Current in earth sections, 1 1/4 miles per hour.
Current in rock sections, 1.9 miles per hour.
Present capacity of canal, 200,000 cubic feet per minute.
Total amount of excavation, 43,289, 635 cubic yards.
The north shore channel, extending from Lawrence avenue to Lake Michigan, in the village of Wilmette, is about 8 miles long with a water depth of 18.6 feet.
Construction of the Sag canal to drain the Calumet region was begun in the summer of 1911.
Sag channel will be 22 miles long when work is finished.

Richard M. Rennesey, the well known building contractor, has an honored record for ability and efficiency.

K. G. Schmidt & Son have opened their new subdivision in North Edgewater. It is located at the southeast corner of Fairfield and Devon avenues—one of the most beautiful and accessible of locations.

Professor M. J. Dwyer, whose splendid gymnasium is on the nineteenth floor of the Continental and Commercial Bank building, has a great clientele among the solid men of Chicago. Business and professional men of standing and fame are among his best pleased patrons.

F. William Morf, with the big and well-known South Water street house of C. H. Weaver & Co., is one of the most popular men in the vegetable and fruit trade.

Robert R. Jampolis would make a great judge.

Secretary of State Louis L. Emerson is making a fine record and many friends by the able and efficient manner in which he conducts his great office.

Gus A. Berkes for many years proprietor of the North Side Turner Hall is now distributor for Pom-Roy, a pure apple wine of the Champagne type. His usual he is making a big success.

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FRANK HOGAN, President

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